IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): An element, comprising a honeycomb-shaped activated carbon paper obtained by molding a composition comprising a binder and an activated carbon satisfying b/a = 0.3 through 0.55, wherein "a" is the n-butane adsorbing amount per 100 parts by weight of activated carbon at 40 °C at the concentration of n-butane being 100%, wherein "a" is measured in parts by weight, and wherein "b" is n-butane adsorbing amount per 100 parts by weight of activated carbon at 40 °C at concentration of n-butane being 1%, wherein "b" is measured in parts by weight,

wherein the binder comprises pulp and at least one polyvinyl alcohol (PVA)-based binder fiber providing fire retardancy, and the activated carbon can adsorb a gasoline vapor and desorb the absorbed gasoline vapor.

Claims 2-3 (Canceled).

Claim 4 (Previously Presented): The element according to Claim 1, wherein the honeycomb-shaped paper is a corrugated honeycomb.

Claim 5 (Previously Presented): The element according to Claim 1, wherein the honeycomb-shaped activated carbon paper is a fuel vapor adsorbing layer.

Claim 6 (Previously Presented): The element according to Claim 5, wherein the adsorbing layer is a plurality of connected adsorbing layers.

Claim 7 (Canceled).

Claim 8 (Currently Amended): The element according to Claim 1, formed by molding an activated carbon obtained by paper-making and drying slurry obtained by adding water to a mixture of granular or powdery activated carbon and ~~a~~ the binder ~~and is added with water~~.

Claim 9 (Previously Presented): The element according to Claim 1, wherein the element is a second canister connected consecutively to a first canister comprising granular activated carbon.

Claim 10 (Canceled).

Claim 11 (Currently Amended): The element according to Claim [[9]] 1, wherein the element is an engine air intake element.

Claims 12-20 (Canceled).

Claim 21 (Withdrawn/Currently Amended): A method for producing an element, comprising a honeycomb-shaped activated carbon paper obtained by ~~molding~~ paper-making an activated carbon material satisfying b/a = 0.3 through 0.55, wherein "a" is the n-butane adsorbing amount per 100 parts by weight of the activated carbon material at 40 °C at the concentration of n-butane being 100%, wherein "a" is measured in parts by weight, and wherein "b" is n-butane adsorbing amount per 100 parts by weight of the activated carbon material at 40 °C at concentration of n-butane being 1%, wherein "b" is measured in parts by weight,

the method comprising activating a raw material by introducing a carbon dioxide gas at 5 L/min for 12 hours at a temperature from 900 to 1200°C, cooling said material to a normal temperature, ~~molding~~ conducting a paper-making of the activated material, obtaining the honeycomb-shaped activated carbon paper, and inserting the honeycomb-shaped activated carbon paper into a canister or an engine air intake element, wherein the raw material is a carbon material comprising coconut shell, charcoal and/or lignite, and

wherein the activated carbon material can adsorb a gasoline vapor and desorb the absorbed gasoline vapor.

Claims 22-23 (Canceled).

Claim 24 (Withdrawn/Currently Amended): A method for producing an element, comprising a honeycomb-shaped activated carbon paper obtained by ~~molding~~ paper-making an activated carbon material satisfying b/a = 0.3 through 0.55, wherein "a" is the n-butane adsorbing amount per 100 parts by weight of activated carbon material at 40 °C at the concentration of n-butane being 100%, wherein "a" is measured in parts by weight, and wherein "b" is n-butane adsorbing amount per 100 parts by weight of activated carbon material at 40 °C at concentration of n-butane being 1%, wherein "b" is measured in parts by weight,

the method comprising activating a raw material by introducing water as an activating gas at 4 g/min corresponding to 6.8 L/min in terms of 100°C for 10 hours, cooling the material to a normal temperature, ~~molding~~ conducting a paper-making process of the activated material, obtaining the honeycomb-shaped activated carbon paper, and inserting the honeycomb-shaped activated carbon paper into a canister or an engine air intake element,

wherein the raw material is a carbon material comprising coconut shell, charcoal and/or lignite, and

wherein the activated carbon material can adsorb a gasoline vapor and desorb the absorbed gasoline vapor.

Claims 25-26 (Canceled).

Claim 27 (Currently Amended): An element comprising a honeycomb-shaped activated carbon paper obtained by a method comprising:

activating a raw material by introducing carbon dioxide gas at 5 L/min for 12 hours at a temperature from 900 to 1200°C,

cooling said material to a normal temperature,

~~molding~~ conducting a paper-making process of the activated material and a binder,

obtaining the honeycomb-shaped activated carbon paper, and

inserting the honeycomb-shaped activated carbon paper into a canister or an engine air intake element,

wherein the raw material is a carbon material comprising coconut shell, charcoal and/or lignite, and the activated carbon material satisfying b/a = 0.3 through 0.55, wherein "a" is the n-butane adsorbing amount per 100 parts by weight of activated carbon material at 40 °C at the concentration of n-butane being 100%, wherein "a" is measured in parts by weight, and wherein "b" is n-butane adsorbing amount per 100 parts by weight of activated carbon material at 40 °C at concentration of n-butane being 1%, wherein "b" is measured in parts by weight, and

wherein the binder comprises pulp and at least one polyvinyl alcohol (PVA)-based binder fiber possessing fire retardancy, and the activated carbon material can adsorb a gasoline vapor and desorb the absorbed gasoline vapor.

Claims 28-29 (Canceled).

Claim 30 (Currently Amended): An element, comprising a honeycomb-shaped activated carbon paper obtained by a method comprising:

activating a raw material by introducing water as an activating gas at 4 g/min corresponding to 6.8 L/min in terms of 100°C for 10 hours,

cooling the material to a normal temperature,

~~molding~~ conducting a paper-making process of the activated material and a binder,

obtaining the honeycomb-shaped activated carbon paper, and

inserting the honeycomb-shaped activated carbon paper into a canister or an engine air intake element,

wherein the raw material is a carbon material comprising coconut shell, charcoal and/or lignite, and honeycomb-shaped activated carbon paper is made of the activated carbon material satisfying b/a = 0.3 through 0.55 when 100%-concentration n-butane adsorbing amount per 100 parts by weight of activated carbon material at 40 °C is defined as a parts by weight and a 1%-concentration n-butane adsorbing amount is defined as b parts by weight, and

wherein the binder comprises pulp and at least one polyvinyl alcohol (PVA)-based binder fiber possessing fire retardancy, and the activated carbon material can adsorb a gasoline vapor and desorb the absorbed gasoline vapor.

Claims 31-32 (Canceled).

Claim 33 (Withdrawn): A method for preventing release of fuel evaporation emission from a fuel tank system, the method comprising:

inserting an element comprising a honeycomb-shaped activated carbon paper obtained by molding an activated carbon satisfying b/a = 0.3 through 0.55, wherein "a" is the n-butane adsorbing amount per 100 parts by weight of activated carbon at 40 °C at the concentration of n-butane being 100%, wherein "a" is measured in parts by weight, and wherein "b" is n-butane adsorbing amount per 100 parts by weight of activated carbon at 40 °C at concentration of n-butane being 1%, wherein "b" is measured in parts by weight, into a fuel evaporation emission preventing device,

wherein the activated carbon can adsorb a gasoline vapor and desorb the absorbed gasoline vapor,

thereby preventing the release of the fuel evaporation emission.

Claim 34 (Withdrawn): The method of claim 33, wherein the fuel evaporation emission preventing device is a second canister connected consecutively to a first canister comprising granular activated carbon.

Claim 35 (Withdrawn): The method of claim 33, wherein the fuel evaporation emission preventing device is an engine air intake element.

Claim 36 (Withdrawn): The method of claim 33, wherein the fuel evaporation emission preventing device prevents the release of the fuel evaporation emission from the fuel tank system of a parked vehicle.

Claim 37 (New): The element according to Claim 1, wherein the binder comprises the pulp and two polyvinyl alcohol (PVA)-based binder fibers, a ratio of the activated carbon/pulp/first PVA/second PVA is 60/20/10/10, and the second PVA-based binder fiber provides fire retardancy.

Claim 38 (New): The element according to Claim 27, wherein the binder comprises the pulp and two polyvinyl alcohol (PVA)-based binder fibers, a ratio of the activated carbon/pulp/first PVA/second PVA is 60/20/10/10, and the second PVA-based binder fiber provides fire retardancy.

Claim 39 (New): The element according to Claim 30, wherein the binder comprises the pulp and two polyvinyl alcohol (PVA)-based binder fibers, a ratio of the activated carbon/pulp/first PVA/second PVA is 60/20/10/10, and the second PVA-based binder fiber provides fire retardancy.

Claim 40 (New): The method according to Claim 21, wherein the paper-making process of the activated carbon and a binder is conducted, and wherein the binder comprises the pulp and two polyvinyl alcohol (PVA)-based binder fibers, a ratio of the activated carbon/pulp/first PVA/second PVA is 60/20/10/10, and the second PVA-based binder fiber provides fire retardancy.

Claim 41 (New): The method according to Claim 24, wherein the paper-making process of the activated carbon and a binder is conducted, and wherein the binder comprises the pulp and two polyvinyl alcohol (PVA)-based binder fibers, a ratio of the activated

carbon/pulp/first PVA/second PVA is 60/20/10/10, and the second PVA-based binder fiber provides fire retardancy.